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*Not graded

THIS IS UNEVALUATED INFORMATION

1. The Chief Directorate of Maritime Routes (GlasMorPut) is one of the main departments (Glavk) of the Ministry of the Merchant Fleet which is under Deputy Minister Bayev.¹ The chief of GlasMorPut is Polyakov (fnu), Engineer-Director General, Merchant Fleet (MF), Third Class. His rank corresponds to that of a rear admiral in the US Navy.
2. The Chief Directorate of Maritime Routes administers, through its five staff sections, the seven directorates of sea routes and technical fleets which constitute the operational body of the "Glavk"/See Enclosure A/. They are as follows:
 - a. The Directorate of the Roadsteads Technical Fleet (ReydTekhFlot) in Astrakhan.²
 - b. The Directorate of the Caspian Sea Routes (KaspMorPut) in Baku.³
 - c. The Directorate of the Black Sea Routes (ChernoMorPut) in Odessa.
 - d. The Directorate of the Azov Sea Routes (AzovMorPut) in Rostov/Don.
 - e. The Directorate of the Baltic Technical Fleet (BalTekhFlot) in Leningrad.

CLASSIFICATION

SECRET

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25X1

SECRET/SECURITY INFORMATION

-2-

- f. The Directorate of the Arkhangelsk Sea Routes (ArkhhMorPut) at Arkhangelsk.
- g. The Directorate of the Far Eastern Technical Fleet (Dal'TekhFlot) at Vladivostok.
3. In principle, the main difference between the directorates of sea routes and the directorates of technical fleets is that the former are responsible for the maintenance of the navigational markings in the channels which they dredge while the latter are only responsible for the dredging. An exception was made, however, at Astrakhan because of the unusual situation of the Volga delta, and ReydTekhFlot was made responsible for the navigational markings in addition to the dredging. The maintenance of beacon lights and channel buoys within the harbors is the responsibility of the ports directly concerned.

The Staff Sections of GlavMorPut

4. The work of the five staff sections in the Chief Directorate of Maritime Routes can be outlined as follows:
 - a. The Planning and Economic Section (Planovo-Proizvodstvennyy Otdel) has the basic responsibility for preparing the budget of the coming year. Like all ministries, the Chief Directorate is assigned certain tasks on the basis of the State Plan (GosPlan). The Chief Directorate is not financed by the Ministry of the Merchant Fleet but must balance its budget out of the earnings for dredging services. If, for example, the harbor of Krasnovodsk needs dredging, the port authorities make a request to the Directorate of the Caspian Sea Routes (KaspMorPut) and when the work is done they pay the bill through the banks. In the USSR, however, funds allotted for the fulfillment of production norms are never sufficient and means must be found to overcome the financial shortages. The most common device used is to increase the norms of the workers, which results in exploitation of labor and low quality work. The Planning Section draws up a budget to cover the financial, economic, and administrative activities of the directorate. It includes the following parts:
 - (1) Labor and wages: An estimate is made of the number of people that can be employed, how much they can be paid, and what other sums are necessary to carry out a given project.
 - (2) Administrative plans: These cover items such as office supplies, depreciation of equipment, transportation, temporary assignments, and miscellaneous repair and maintenance costs amounting to less than 200 rubles. Every pencil and sheet of paper must be justified in the budget or it will be cut out.
 - (3) Equipment procurement: This part provides for the acquisition of items in excess of 200 rubles, such as office and household furniture (desks, tables, beds, and bunks) for all the organizations in GlavMorPut .

SECRET/SECURITY INFORMATION

25X1

SECRET/SECURITY INFORMATION

-3-

- (4) Technical equipment: This part deals with plans for the quantities and kind of equipment that should be procured. The economic aspects are examined in close cooperation with the Technical Section. Actually the work is done by the latter and the results are coordinated by the Planning Section.

b. The Technical Section (Tekhnicheskiy Otdel) has two main tasks:

- (1) Its basic duty is to determine the types and quantities of work to be performed by the dredging units. For this purpose the total volume of earth to be moved, figured in terms of cubic meters, and the total maintenance costs for the machinery involved in these operations are computed and transmitted to the Planning Section, which has the final responsibility in determining the costs.
- (2) Its second duty, more theoretical than practical, is supervision of the fulfillment of work on the various projects carried out by the directorates. In practice, however, such inspections are made only once a year and the real supervision is done by the consumer, i.e., the contracting agency itself, which is eager to assure itself that the conditions set down in the contract are properly fulfilled. Such contracts are usually quite clear and specific so that little leeway is left for differences of interpretation. In case of disagreement the contracting party can make an appeal to the chief of GlavMorPut, who usually settles the matter. If his settlement is not acceptable, the Chief Inspectorate of Ports and Navigation has the final word.
- (3) Technical supervision is exercised in part by other agencies. Thus, the Maritime Registry (Morskoy Registr) checks to insure that the maintenance of the dredging machinery meets the prescribed standards. In sea ports the representative of the Chief Inspectorate of Ports and Navigation is usually called harbor master (Kapitan Porta) but occasionally, as at Astrakhan, he is called port inspector (Port Nadzor). An agent of the Chief Inspectorate, called "marine inspector" (morskaya inspektsiya), is attached to every steamship company.

- c. The Technical Planning Section (Proyektnyy Otdel). This section deals with the physical, not the financial, aspects of old and new projects. In contrast to the Technical Section, which deals with the total mass of earth to be moved in a given project, this section is concerned with the actual dimensions of canals and channels which must be dredged, i.e., with their depth, length, width, and the direction or course which is to be laid out. This section also has the responsibility for assigning machinery to a particular undertaking. Depending on the nature of the earth to be moved, this section designates the type of dredge that is to be used. At Makhachkala, for example, the rocky composition of the bottom required a dipper dredge while at Krasnovodsk, where the bottom was clay, a hydraulic dredge was assigned.

SECRET/SECURITY INFORMATION

SECRET/SECURITY INFORMATION

-4-

25X1

d. The Accounting Section (Bukhgalteriya).

25X1

25X1

- (1) It performs accounting and bookkeeping work only for the offices of the Chief Directorate of Maritime Routes. Periodic financial statements made by the subordinate agencies on a monthly, quarterly, semi-annual, and annual basis are transmitted to this section, which compiles the total balance sheet for the directorate.
- (2) The financial inspector who belongs to this section makes annual inspections of the subordinate agencies of the directorate. Such inspections can be quite effective in uncovering petty corruption if the inspector is thorough and conscientious. Normally a comparison between the expenses for actual dredging costs and the labor costs will show the latter to be only slightly higher. When labor costs given are far above the production costs, it generally indicates that the excess is being withheld by the officials in charge of the project. Consequently, if the financial inspector examines the books without any preliminary investigation among the workers, the officials in charge of the enterprise feel quite relieved. They know that no thorough check will be made on their activities. However, if the inspector first mingles with the workers to find out how much work has been done and what wages have been paid, the officials are filled with anxiety for fear that some corruption may be discovered. The fact is that a good inspector can easily detect embezzlement by comparing the sums which the workers claim to have received with the entries made in the books.

25X1

25X1

e. The Labor and Personnel Section (Otdel Truda i Kadrov).

- (1) It is charged with maintaining the records of all personnel in the field. These records are very complete and indicate the particular skills of each individual. This section also makes regulations concerning leave policies, promotions, and pay increases; it controls hiring and firing, and wage rates for the workers and employees of the chief directorate.
- (2) The work of this section is complicated by the existence of a special class of employees, known as "specified" (nomenklaturnyye), which fall into two main groups, although all of them are working for the Chief Directorate of Maritime Routes. The first group of "specified" employees is directly under the control of the offices of the Minister of the Merchant Fleet for hiring, firing, promotion, and pay increases. The second group is directly under the control of GlavMorPut, which alone can hire, fire, or promote them even though they are working in the field agencies.

SECRET/SECURITY INFORMATION

SECRET/SECURITY INFORMATION

-5-

- a. The "specified" employees in the first group include:
1. The chiefs and deputy chiefs of all the directorates of sea routes and technical fleets (ReydTekhFlot, KaspMorPut, etc)
 2. In GlavMorPut, the chief bookkeeper, the chief of the Planning and Economic Section, and the Chief Engineer who is in the Technical Section and responsible for all machinery aboard vessels and floating equipment
 3. Dredgemasters and chief engineers of certain dredges which are listed by the offices of the Ministry of the Merchant Fleet. (Four dredges of ReydTekhFlot appear on this list.)
- b. The "specified" employees of the second group include:
1. In the directorates, all section chiefs, their deputies and assistants
 2. All "Karavan" heads. (A "karavan" is composed of all the floating equipment used in a dredging operation.)

The Field Agencies of GlavMorPut

5. The seven directorates or field agencies of the Chief Directorate of Maritime Routes are all organized on the same pattern as the two. ReydTekhFlot and KaspMorPut

- a. The Directorate of the Black Sea Routes (ChernoMorPut) is not as large as ReydTekhFlot, which is considered the most important of all.

- (1) The dredging activities in the Black Sea are centered around the delta of the Danube, where most of the 10 dredges belonging to the directorate are located. These dredges are used mainly to clear the channel between Izmail, Reni, and Galati. Normally very little dredging is done in the Black Sea ports, which are natural harbors and do not need it. Some work and dredging is done at Novorossiysk, where a very strong wind, the "Bora", frequently causes damage to the buoys.

- (2) ChernoMorPut is less active in dredging than in harbor reconstruction work due to war damage. In this field the directorate has been lending assistance to the Chief Directorate of Maritime Construction (GlavMorStroy), particularly at Odessa, Novorossiysk, and Feodosiya. In the port of Sevastopol the directorate has been assisting mainly the naval organizations which were working there, although it also helped some maritime construction groups.

SECRET/SECURITY INFORMATION

SECRET/SECURITY INFORMATION

-6-

25X1

- (3) [] the equipment in this directorate [] it had a total of about

25X1

10 dipper dredges which, according to rumor, were actually taken from Romania during the war. []

25X1

[] the ship repair yard I/N Marti at Odessa took care of repair work for Chernomorput .

25X1

- b. The Directorate of the Azov Sea Routes (AzovMorPut), located in Rostov/Don, is headed by Aleksey Cheburakhin, who has the rank of Captain, MF, First Class. Although the Sea of Azov is smaller than the Black Sea, this directorate is more important than Chernomorput because of the special navigational conditions in the Sea of Azov. The annual volume of dredging done by this directorate is about three million cubic meters. []

25X1

- (1) There are two main areas for dredging operations in the Sea of Azov. The most important project is the channel from Rostov to the Black Sea, which has two critical sections, the "Taganrogskiy Zaliv" (gulf) and the "Kerchenskiy Proliv" (straits). About 75 per cent of the directorate's activities are concentrated in this area. Some dredging is also done at the western end of the Sea of Azov in cooperation with the fisheries which are established there. The very high tides in that area necessitate the maintenance of the channels at a considerable depth.
- (2) About 12 to 15 dredges are engaged in these operations, five of them are hydraulic dredges, the others are small, dipper dredges, with wooden hulls, of the kind that is usual on rivers. The rest of the equipment is constituted by some 10 small tugs, some of which are merely fishing seiners, and about 15 barges. The Krasnyy Moryak ship repair yard at Rostov offers repair facilities to this directorate.

25X1

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25X1



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1. Planning and Economic Section
2. Technical Section
3. Technical Planning Section
4. Accounting Section
5. Labor and Personnel Section



25X1